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Hongkong, 21st February, 1907.

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Our communications relating to the news column should be addressed to the Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in our papers will be inserted.  
Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplied for Cash.  
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P.O. Box, 33. Telephone No. 12.

## RETURN THANKS.

Mr. Henderson and family desire to return their heartfelt thanks to their friends for the many expressions of sympathy in their recent bereavement.

HONGKONG OFFICE: 10A, DES VUE ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 22ND, 1907.

HORSEMEN on horses and the trampling of hooves. A cruelly cold day, and a killing draught. Symptoms of neuralgia, and the necessity of writing an essay on education in China. The brain-chambers leap from crag of thought to crag of thought, and the pen, hunter unskilled and slow, strives vainly to get within range. The recent Edict insisting that the ancient classics be the foundation of China's national curriculum. . . . The third day of the races, a cold, blood-chilling, nerve-numbing day. A myriad notes of irrelevance gyrate in the mental ray. . . . Horsemanship on horses, and the trampling of hooves. The cerebrium gramophone grinds on. The train (of thought) leaves the metals. Ugh! 'Tis cold.

Let us take it that the Edict was reactionary. Nowadays everything and everyone in China is reactionary. Would that they were all at the bottom of the sea. Horsemanship on horses, and the trampling round the Pari Mutuel. What does it all matter?

The Chinese are over-civilized. Life, like a rash of bala, should consist of strips of fat and strips of lean. Spots of purple and patches of gray. Contrasts. Reformers are mischievous persons. They say of one thing, of one aspect: "Behold! This is good. This is pleasing. Let all be like unto it." For ages China was the prey of

reformers, and since they succeeded in their well-meant but evil designs, for ages the people of China have suffered cruelly by the monotony of their manufactured Utopia. On such a day every Chinaman is bidden to wear such a hat; on such a day to pray, on such a day to give thanks. Uniformity, the ridiculous idol that civilization-mongers, Utopians, and Society cliques grovel to and worship, has in China had a long innings. But what tedious cricket! No runs. Only stone-walling. Nature abhors uniformity as she abhors a vacuum—perhaps because there is something germane about them. Horsemanship on horses.

'Reactionary' is the wrong word to use of that Edict. It is the foreign teacher who is the true reactionary. Peking has never yet been reactionary, not even when, in September, 1901, it sanctioned the acquisition by its hidebound vassals of foreign knowledge. For then it probably was insincere, as it has often been since. Or still more likely, mistaken. That and the Edict abolishing the old literary examinations had far other objectives than to give scope for the free growth of the undoubted powers of the Chinese intellect, "long stunted and distorted in their development by an antiquated and artificial system of education." Peking perhaps stooped to conquer; seemed reactionary in order ultimately to drive out the true reactionaries from over seas.

What does it all matter, we have asked, in a moment of irritation. We may answer our own query. It does not matter. Nature is not mocked, or only for a season. The great mass of the Chinese population is no longer ignorantly convinced that the Flowery Kingdom is the best of all possible worlds. The foreign barbarian has some things that even the highly civilized Chinaman appreciates. The thin end of the wedge has entered. Peking's latest Edict on education does not matter; its intention does not matter. It has come too late.

Yet even as the horses and the cold and the annoying interruptions of Race Week could not be kept out of this essay—this mixture of MONTAIGNE and BART KRENDLER!—so neither China's ancient classics nor Europe's modern "science" can be barred from the great aggregate mind of Asia. There is room for both, and appetite for both, and when they have been thoroughly mixed, look out for the effervescence. Be not annoyed by the fizz.

The Hongkong Odd Volume Society is to have a lecture on the Morrison Centenary, by Rev. T. W. Pearce at the City Hall, on Monday, February 25th, at 5.15 p.m. The Honorable F. H. May, C.M.G. is to take the chair.

H.R.H. the Prince of Wales, as President of the Royal Colonial Institute, has consented to preside at a banquet (in substitution for the annual dinner) at which it is hoped to entertain the delegates to the Colonial Conference. The date will be announced later on. The Earl of Elgin has been elected a Vice-President of the Royal Colonial Institute.

The Bishop of London, who presided last month at the annual Christmas festival of the Royal Normal College for the blind, told an extraordinary story of the success which had crowned a blind man's efforts to conquer the disabilities caused by his infirmity. The man in question was a former student at the college, and in a letter to the Bishop stated that he owed all his success in life to the teaching he had received there. He now could walk about London unattended and he usually took a cycle ride after dinner. His two ambitions were to climb Mont Blanc and to cycle round the world.

Telegrams from Hamburg announce that the new steamer of the Hamburg-America Line is to be built at Belfast by Harland and Wolff. The vessel, which will be named the *Europa*, will be considerably larger than the *Kaiser* in *Augusta Victoria* and the *America*, and will have a speed of nineteen knots. She will carry a crew of 500 and 4,250 passengers. Besides a Ritz-Carlton restaurant twice the size of those on the two vessels above mentioned, she will be fitted with a winter garden and swimming and Turkish baths. A tennis court is to be laid out on deck.

Father Bernard Vaughan's sermons on "The Sin of Society," which have been attracting an immense amount of attention in London are now to be published as one of the volumes in Uwin's Colonial Library. These sermons, preached in the Church of the Immaculate Conception, Farm Street, by the brother of the late Cardinal Archbishop of Westminster, during the London season of 1906, are a vigorous attack on the corruption prevalent in the upper ranks of English society. Mr. Uwin is also publishing in his Colonial Library a new book by Dr. Emil Rein, whose lectures on Plato at Clarendon Hotel proved so great an attraction to fashionable London. Its subject is a universally interesting one "Success in Life"—and Dr. Rein, who is a Hungarian with a wide knowledge of English literature and astonishing mastery of the English language, gives some shrewd criticisms of British education as well as much sound and suggestive advice to young men on the way to "get on."

Commander Basil Taylor, R.N., Harbour-master, Hongkong, writes to the *Times* under date January 14th:—"I see that Lord Deaborough is reported in this evening's papers as having stated that the Port of London registered tonnage of vessels entering and clearing during the past year. He gives the figure as 27,145,050 tons. This is a very pretty figure, but was exceeded some years ago by Hongkong. I am unable to give the figures for the latter port for the year 1906, but for 1905 the number of net register tons of shipping entering and clearing at that port, and paying dues, was 34,185,091. The figures have been steadily on the increase for many years, and there is no reason to suppose that they have declined during the past year. The increase in 1905 over 1904 was 622,305 tons."

The twenty-first issue of T. B. Brown's *Advertisers A.B.C.*, or *Advertisement Press Directory*, has reached us from the well known firm of Queen Victoria Street, London. It is a volume of 1,030 pages imperial octavo splendidly printed on art paper, and contains a large number of beautifully executed half-tone illustrations. It has several important articles including special ones on each of the British Colonies, and a selection of specimen advertisements—both pictorial and type. The questions discussed include one on "The Need for Art in Advertising." The Directory contains—being carefully revised and brought up to date, and from the statistics given it will be seen that the year 1906 shows a further increase in the total number of periodical publications as compared with the previous year. The following list shows the present strength of the *Advertisers Press*:—London newspapers and periodicals (including suburban) 981, London magazines, reviews and miscellaneous publications 1,449, provincial newspapers and magazines 2,410—a total of 4,840.

Death has recently removed a daughter, born at St. Helena, of Napoleon's devoted friend, Montholon. In the land over which the late Queen of Hanover should have reigned are the descendants of a child born a little before the daughter of Montholon—on the field of Waterloo. The mother was the daughter of an English earl, who fell in love with a young German non-commissioned officer and eloped, to follow him through all the Peninsular campaign, and to find herself at Waterloo. The night before the battle she spent with another woman, sleeping in the wet under the scanty shelter of a hedge. Throughout the day of battle she was driven from pillar to post by the fire of the French, and lay down at night in a dark, damp abode to die, she hoped. But neither she nor the babe to which that night she gave birth was to end her days at Waterloo. She found in the morning that her shelter was a shed which had been converted to the purposes of an operating theatre. The "pillow" upon which her head rested was an amputated limb. Mother and child came through it all well. The babe was christened "Waterloo," and lived to marry in Hanover and be the mother of many children.

With regard to the "Message to the Nation" issued by the Archbishops of Canterbury and Westminster and the Rev. J. Scott Lidgett, M.A., as President of the National Council of the Evangelical Free Churches, urging the necessity of the proper observance of the Sabbath Day, and of one day's rest in the week with proper opportunity for Divine Worship, the Merchant Services Guild have now received replies to their representations to the signatories of the Message. The Guild greatly regretted that the Message contained no reference to the constant and growing practice of British ships working on Sundays both at home and at ports abroad. Further they pointed out how ship-owners paid fines to allow their ships to work on Sundays rather than lose the pecuniary profit which would be gained otherwise. The Guild trusted that the signatories to the Message would use their powerful influence in remedying what they stated was a national scandal. The Archbishop of Canterbury states that he recognizes to the full the importance of what the Guild say and is submitting their letter for the consideration of the special executive committee which has been formed for the subject. The Archbishop of Westminster assures the Guild that he is fully aware of the importance of the subject with which their letter deals, and he would be willing to co-operate in any legislative action which would promote the cause of Sunday observance so far as it is possible to apply the principle to the British Mercantile Marine. The Rev. J. Scott Lidgett, M.A., states that the matter to which the Guild calls his attention is of the greatest importance. He will lay it before the Sunday Observance Committee at the earliest possible opportunity in order that he may see what steps can be taken in the matter. In a further letter to the Signatories to the Message the Guild as an illustration of what they say is very common indeed, point to the experience of one of their members who in the course of his last voyage of over three months had three Sundays only without work. Writing on Sunday he states that at the time he was engaged in clearing out one of the ship's tanks, one of the dirtiest places in the ship and no extra remuneration is granted.

The following team has been selected to represent Kowloon in their League match with H.K.C.C. "A" on Saturday, 23rd inst., at Kowloon; commencing at 2.15 p.m. sharp.—S. Lightfoot (Capt.) W. E. Dixon, H. Robinson, J. Parkes, F. O. Day, W. Macaskill, J. Tiltman, J. H. Mead, H. Harrop, W. Weser, and W. G. Martin.

## CRICKET.

The following team has been selected to represent Kowloon in their League match with H.K.C.C. "A" on Saturday, 23rd inst., at Kowloon; commencing at 2.15 p.m. sharp.—S. Lightfoot (Capt.) W. E. Dixon, H. Robinson, J. Parkes, F. O. Day, W. Macaskill, J. Tiltman, J. H. Mead, H. Harrop, W. Weser, and W. G. Martin.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## TARIFF REFORM DEFEATED AGAIN.

LONDON, February 21st.

A "preferential trade" amendment was defeated in the House of Commons by 255 votes.

## ANOTHER FRENCH NAVAL DISASTER.

LONDON, February 21st.

The French cruiser *Jeanbart* has stranded on the Barbary coast, in such a position that her total loss is feared. The crew is safe.

## SOUTH AFRICAN POLITICS.

LONDON, February 21st.

The Transvaal elections favour the Progressives.

## STORMBEATEN ENGLAND.

LONDON, February 21st.

A fierce gale has swept England, causing much damage and many deaths.

## VARSITY FOOTBALL.

LONDON, February 21st.

Oxford has beaten Cambridge by two goals to one.

## DEVONPORT NEW DOCKS.

LONDON, February 21st.

The Prince of Wales opens the new docks at Devonport to-day. Owing to a dispute between the city fathers and the naval authorities, there will be no decorations.

## HONGKONG'S NEW BISHOP.

LONDON, February 21st.

Canon Lander has accepted the Hongkong Bishopric.

(Canon Gerard Heath Lander (M.A., Trinity) was ordained a deacon in 1884. He has been an honorary Canon of Liverpool since 1904.)

## AMERICA AND ASIATICS.

LONDON, February 21st.

President Roosevelt has signed the new Immigration Bill.

## NEW GERMAN "SPEAKER".

LONDON, February 21st.

A Conservative, Count Stolberg Wernigerode, has been elected president of the Reichstag, by 214 votes to 164.

## DISASTROUS FIRE IN KOBE.

Tokyo, February 21st.

A disastrous fire has occurred in the foreign settlement at Kobe. A new brick building has been destroyed which was occupied by five foreign firms, and the adjoining office of the French Mail Co. was gutted.

## [BROTHER'S SERVICE.]

## THE DIS-UNITED STATES AND JAPAN.

LONDON, February 19th.

The Washington House has also passed the amended Immigration Bill, and the State Department is preparing to resume negotiations with Japan for the regulation of immigration. It is expected that the result will be that Japan will withhold passports from coolies. On the basis of the agreement with President Roosevelt, it is provided that all children in San Francisco, of alien races, under 16 years of age, who speak English, may be admitted to the white schools.

## TURKEY.

LONDON, February 19th.

The overthrow of Sir Fehim Paşa, which was due to the strenuous intervention of the German Ambassador, supported by Sir Nicholas O'Connor, the British Ambassador, has caused universal satisfaction in Constantinople.

## THE FUNERAL OF SIGNOR CARDUCCI.

LONDON, February 19th.

The funeral of Signor Carducci at Bologna was an unparalleled manifestation of national grief; 40,000 people followed the hearse. The Royal family was represented by the Conte de Turin.

## THE ROYAL VISITOR.

H.I.H. Prince Fushimi of Japan arrived yesterday by the P. & O. Steamer "Doranda" which reached the port in the morning. Mr. Tanaka, the Japanese Consul, accompanied by a deputation of leading Japanese residents, proceeded to the ship and tendered their respects to His Imperial Highness. On behalf of H.E. the Governor, Mr. R. A. B. Pensonby also went on board and greeted the Prince. Afterwards Prince Fushimi, attended by his A.D.C.'s, and accompanied by the gentlemen indicated, left the "Doranda" on board the launch "Victoria" which was under the command of the Harbour Master, Lieut. Beckwith. On landing at Blake Pier he was received by Major General Broadwood, G.O.C., and staff, and by a guard of honour drawn from the Middlesex Regiment. As he stepped ashore the Band of the Regiment played the Japanese National Anthem and the guard presented arms. After he had been greeted by the General he entered the chair, which was in waiting and with the other members of the party proceeded to Government House, where he was hospitably received by His Excellency. In the afternoon he accompanied the Governor to the Race Course.

A London contemporary received yesterday the following note:—

If it is to be taken as a compliment that Prince Fushimi has chosen to voyage to Europe in an English steamer it is assuredly an act of politeness that will not pass unappreciated in Japan that the vessel which is to bring his Imperial Highness to the Continent will go to a Japanese port to suit his convenience and there receive him and his suite on board. Probably the embarkation will take place at Shimoda, whither he can travel by rail from Tokyo in a few hours, thus shortening the distance that the steamer will have to go out of her way and reducing by 850 miles the length of the sea journey. The Fushimi house is one of the Imperial families, and Prince Sudamara, born in 1858, is the head of it. In order of precedence of Court he ranks highest among the Princes of the blood, next to the Crown Prince, and he is a full General in the Japanese Army, holding the Grand Order of Merit, and sitting as one of the members of the Supreme Council of War. He wedded Princess Toshiko, daughter of the late Emperor Meiji, and his eldest son, Prince Hironaka, born in 1885, is a Commander in the Navy, and was wounded on board the *Mikasa* in the Battle of the Yellow Sea on August 10th, 1904. Prince Sudamara took part in the war with China in 1894-5, being at that time a Brigade Commander, and subsequently represented Japan at the Coronation of the Emperor of Russia in 1905. After leaving a most distinguished part in the Battle of Nanchang in May, 1904, he was promoted full General and despatched by the Emperor to America to attend the St. Louis Exhibition in the same year, and he has now been selected to convey to King Edward VII. the thanks of his Imperial mission of last year. Prince Fushimi Sudamara's suite includes Mr. Nagasaki Shogo, Counsellor of the Imperial Court and Personal Secretary to the Minister of the Imperial Household, who was born in Satsuma in 1845. Mr. Nagasaki studied in America and England, and has been connected with the Court ever since his return to Tokyo about 1880. He was created K.C.M.G. by King Edward on the occasion of the Garter Mission to Tokyo.

## NEW TERRITORY NOTES.

Operations in connection with the new railway are being pushed forward with great despatch. The embankment has been built almost to the border at Lo U, and the boring of the tunnel at Shatin, as is already known, is well under way at five different points. The second brick kiln in connection with the undertaking is being erected at Fan-ai, not far from the frontier. Messrs. Wilks and Jack are putting up the plant. When finished the kiln is expected to produce 55,000 bricks a day, and this, in conjunction with the other kiln at Tai-po, should be able to supply all the brick material required for the railway undertaking. The duties of supervision will be entrusted to an Indian staff, coolies, of course, doing the rough work. The crop of sugar cane has been nearly all cut and crushed. The yield has been fairly satisfactory, considering the damage wrought by the typhoon in September last. In the local market at San Chuan the price is slightly above the average of the last few years.

One feature of the rather favourable winter is that the sweet potato crop is looking well, and a good yield is anticipated in the spring.

A more prosperous new year has not been enjoyed in the New Territory than the present. Every man, woman and child that can turn out is at work, all surplus labour being employed on the railway, and the outlook is bright. Moreover there has been an absence of serious crime on both sides of the frontier, a fact which reflects as creditably on the officials as on the inhabitants. As a rule it is not the inhabitants but strangers who are guilty of breaches of the law there.

There have been several changes on the Chinese side of the border. The military magistrate Ma, who was stationed at Nam Tau, has been transferred to Haung Shan, and his place has been taken by another magistrate from the Kwangsi province.

## THE BANDMANN COMEDY COMPANY.

Mr. Maurice E. Bandmann's combination, always a favourite in Hongkong, was never more welcome than at present—and certainly never justified its high reputation better than last night when, to a large house it played "Raffles," the Amateur Crackman. Pressure on our space forbids us to give adequate expression to-day to the excellence of the performance and the pleasure of the entertainment. Suffice it to say that there was a realistic touch about the acting which stamped the artistes as stars in their profession, and the audience were unstinted in their applause. The production was perfect. We propose to give a detailed critique to-morrow.

## HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

STEWARDS.—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Vice-Admiral Sir A. W. Moore, K.C.B., K.C.V.O., C.M.G.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore H. Pigot Williams, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G., Lieut.-Col. A. E. Attkin; The Hon. Mr. W. J. Gresson; J. A. Jupp, Esq.; Captain F. W. Lyons; J. C. Peter, Esq.; H. P. White, Esq.; H. E. R. Hunter, Esq.; G. C. C. Master, Esq.; D. Macdonald, Esq. CLERKS OF THE SCALE.—H. P. White, Esq.; D. Macdonald, Esq. HANDICAPPER.—Major H. P. E. Parker, Capt. F. W. Lyons. JUDGE.—The Hon. Sir Paul Chater, Kt., C.M.G. STARTER.—The Hon. Mr. F. H. May, C.M.G. SECOND STARTER.—Mr. O. H. H. Ross. TIME KEEPER.—T. S. Forrest, Esq. HON. TREASURER.—C. W. May, Esq. CLERK OF THE COURSE.—T. F. Hoagh, Esq. THIRD DAY.

Even colder and more bracing than on either of the previous days was the weather yesterday, but this did not diminish the attendance, at an early hour in the forenoon a large and enthusiastic crowd being on the ground. Being the ladies' day of the meeting, the enclosure, as is customary on this day, contained a much larger number of ladies than was present on either of the previous days. The racing, on the whole, exceeded that of the two previous days, the fields being larger and the contests keener. The surprise of the day was when White Blaze was driven to victory in the Great Southern Stakes, beating the favourite, Triumph Rose, hands down. Cox was the rider, and it must be said that he rode a very careful race. The lucky faw who took White Blaze as a spec. received a dividend of \$261.40 apiece. Another surprise was in store for backers on the race for the Ladies' Purse. Mr. Master's Blue Nile was generally fancied, and when it was known that the owner was up Blue Nile's stall in the Pari Mutuel was rushed. The favourite, however, failed the field, and to Mr. Johnstone, who piloted Cotswold, fell the honour of victory. After the race the rider of the successful pony mounted the grand stand, where Miss Master presented him with the Ladies' Purse. On receiving it Mr. Johnstone presented Miss Master with a handsome bouquet of flowers after which three cheers were called for, for Miss Master and the ladies of Hongkong. Needless to say they were lustily given and a 'tiger' added, after which there was an adjournment for fifteen minutes. Those who put "a little bit on" last year's winner of the Champion Stakes, Triumph Rose, got a surprise when they learned that the dividend they were to receive amounted to \$112.30. The betting was mostly on the winner's stable companion, Glorious Rose, who ran second. After the race many visitors called at Mr. Moody's stand and heartily congratulated him on the success of his ponies in this event.

Although the arrival of Prince Fushimi unavoidably robbed the Jockey Club of the pleasure of the attendance of H.E. the Governor in the forenoon, the races were graced in the afternoon by the presence of His Excellency who brought with him our Royal guest, the Japanese Prince. The playing of the National Anthem announced that the party from Government House arrived just after the fifth hour, and they remained to witness the majority of the races. Two bands were in attendance, the excellent band of H.M.S. *King Alfred* supplementing the music provided by that of the Middlesex Regiment, which was present alone on the two previous days.

Results of the racing are as under: THE BIRTHDAY CUP.—Presented by Mr. A. Bebbington. Second to receive \$100; and Third \$50. For China ponies, bona fide griffins on date of entry. Winners of one race 5 lb. extra; of two or more races 10 lb. extra. Subscription griffins, non-winners, allowed 5 lb. Entrance \$10. Three quarters of a mile.

Mr. East Black Pansy, 10st 11lb (Mr. Moller) 1  
Mr. John Peel's Southdown, 10st 11lb. . . . (Mr. Gresson) 2  
Mr. C. H. Ross' Bon Eion, 11st 3lb, 5lb. . . . (Mr. Dupree) 3  
Mr. Baze's Dwarf Rose, 10st 12lb. . . . (Mr. Moller) 0  
Messrs. T. F. Hoagh and B. Shaw's The Pride of Canton, 10st 12lb (Mr. Moller) 0  
Mr. Ellis Kadorie's Manchurian Chief, 10st 12lb (Mr. Zahn) 0  
Mr. John Peel's Beaufort, 10st 12lb. . . . (Mr. Johnstone) 0

Seven starters were despatched in the first event of the day, Dwarf Rose who was on the outer course, leading the field. Racing up the incline Southdown was in first position, Beaufort second and Bon Eion third. Manchurian Chief displaced the leader at the village, but again fell behind Beaufort before the straight was entered. Then the white and black ash and cap of Black Pansy's jockey came to the fore, and that pony rushed first past the winning post with two lengths to spare. Southdown was second and Bon Eion third. The Pari Mutuel paid \$5.80 on the first pony, \$27.10 on the second, \$10.20 on the third and a dividend of \$7.30. Time—1 min. 34.45 sec.

THE GREAT SOUTHERN STAKES.—Value \$500. Second to receive \$150; and Third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lb. extra; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb.; griffins allowed 5 lb. Subscription griffins of seasons 1905-1906 and 1906-1907 allowed 10 lb. Allowances accumulative. Entrance \$10. One mile.

Mr. Wingard's White Blaze, 11st 1lb. . . . (Mr. Cox) 1  
Mr. Copenhagen's Cosmopolitan, 11st 8lb. . . . (Mr. Zahn) 2  
Mr. John Peel's Quorn (late Norlan 11st 1lb (Mr. Gresson) 3  
Mr. Brutton's Kingston (late Exchange . . . King, 11st 8lb (Mr. Moller) 0  
Mr. Baze's Triumph Rose 11st 8lb. . . . (Mr. Master) 0  
Mr. H. P. White's Zapater, 10st 5 lb. . . . (Mr. Dupree) 0



After a false start the field got well away, Kingston on the rails and Quorn taking the outer running. The Judge's box was passed with Cosmopolitan leading the field, Kingston second, Zepeter third, Quorn fourth and White Blaze last. At Bowington Kingston supplanted Cosmopolitan and led the field by a length, Zepeter being third and White Blaze fourth, Triumph Rose bringing up the rear. As the incline was approached Kingston, Zepeter and White Blaze raced together, the Rose still behind. Nearing the rock White Blaze led from Zepeter and Kingston, and Triumph Rose, given free rein, rapidly gained on the leaders. He soon overtook Cosmopolitan, Quorn and Kingston, and was in the third position as the straight was entered. White Blaze, however, had a lead of about three lengths and was at this stage urged on by his rider, running in ahead of the field by three lengths to the great surprise of the large number who backed the favourite and lost. Cosmopolitan was second and Quorn third. The fortunate backers of White Blaze received a dividend of \$3.61. The first horse paid \$16.70; the second \$8.20 and the third \$20.10. Time—2 min. 7 secs.

**THE HONGKONG STAKES.**—Value \$500. Second to receive \$150; and Third \$50. A forced entry for China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners, placed ponies allowed 3 lb. Unplaced runners allowed 5 lb. Entrance \$10. One mile and a half.

Mr. Carruthers' Honourable, 1st 10 lb. (Mr. Johnston) 1  
Mr. D. Macdonald's Highland Bonnet, 1st 7 lb. (Mr. Moller) 2  
Mr. Buxey's Autumn Rose, 1st 1 lb. (Mr. Master) 3  
Mr. Ellis Kadoorie's Moorish Chief, 1st 10 lb. (Mr. Gegg) 0  
Mr. Leland's Robbie, 1st 7 lb. (Mr. Hickman) 0  
Mr. Magpie's Sultan, 1st 7 lb. (Mr. Dupree) 0  
Hon. Mr. F. H. May's Huang, 1st 10 lb. (Mr. Vidal) 0  
Messrs. Parker & Mackie's No Wanchow, 1st 7 lb. (Mr. Mackie) 0  
Mr. John Peel's Bilsdale, 1st 10 lb. (Mr. Gresson) 0

After two false starts the nine ponies went away in a bunch, which was headed by Huang, Moorish Chief bringing up the rear. The order past the Judge's box for the first time was Moorish Chief, Robbie, 2nd, and Huang 3rd. At Bowington Moorish Chief led the field by several lengths, increasing his lead as the incline was passed. Ascending the incline, however, the field drew up, Huang displacing the Chief and No Wanchow taking second and Sultan third place. As they emerged from the rock No Wanchow was in the van with Autumn Rose second, as the straight was entered Bilsdale began to assert himself, but after making the pace for a brief spell fell behind and Homocoe came out from the bunch and won the race by about two lengths. Highland Heather and Autumn Rose were given a dead heat for second place. Pari payments were: Dividend \$3.30; Homocoe \$5.40; Highland Heather, \$5.60; Autumn Rose \$5.80. Time—3 min. 30 1/5 sec.

**THE LADIES' PURSE.**—Presented. Second to receive \$150; and Third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5 lb. extra. Unplaced runners and jockeys who have never had a winning mount allowed 5 lb. Allowances accumulative. Entrance \$10. Once round.

Mr. John Peel's Cotswold, 1st 9 lbs. (Mr. Johnston) 1  
Mr. Fas Comanche, 1st 1 lb. (Mr. Moller) 2  
Mr. Copenhagen's Crisis, 1st 7 lb. 4 lb. allowance (Mr. Zehn) 3  
Mr. F. B. Marshall's Tip Cat, 1st 1 lb. (Mr. Vidal) 0  
Mr. Godfrey Master's Blue Nile 1st, 5 lb. overweight (Mr. Master) 0

The flag dropped to a good start. Tip Cat, who was on the outer course, took the lead being followed by Comanche with Blue Nile third, Crisis fourth and Cotswold several lengths in the rear. Tip Cat led the field past the footfall stand by about ten lengths, the order being the same until the incline was reached. Going up this Blue Nile was observed to be rapidly losing the distance between himself and the second pony, Comanche. The latter, however, overtook Tip Cat passing the village where Blue Nile dropped out of the race and Cotswold came to the fore. Entering the straight he was in the van and ran home with six lengths to spare, Comanche being second and Crisis third. The Pari paid a dividend of \$14.10 and \$9.30 on the first and \$10.50 on the second pony. Time 1 min. 54 sec.

**THE FLYWAY STAKES.**—Value \$400. Second to receive \$100; and Third \$50. For China ponies bona fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lb. extra; of two races 7 lb. extra; and of three or more races 10 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Seven furlongs.

Mr. John Peel's Southwold, 1st 8 lb. (Mr. Johnston) 1  
Mr. Buxey's Spring Rose, 1st 8 lb. (Mr. Master) 2  
Mr. Fas Marsala, 1st 9 lb. (Mr. Vidal) 3  
Mr. Fas Black Pansy, 1st 5 lb. 0  
Mr. C. H. Rose's Ben Eion, 1st 3 lb. (Mr. Dupree) 0

Ben Eion took up his position on the rail and Black Pansy held the outer course. Ben Eion got the benefit at the start, Spring Rose being at the rear. Black Pansy drew ahead and led by a length and a half from Southwold, which was increased to five lengths at the bend. Marsala and Southwold raced together for the place, Rose being a length behind. Passing the rock the position was the same, but the Rose came through the rock, and overtaking Marsala drew level with the leaders, but Southwold by a magnificent sprint finished first. Time, 1-53-3/5. Winner \$36.80. Pari mutual: 1st \$8.20, 2nd \$5.40.

**THE PHAETHON STAKES Handicap.** Value \$400. Second to receive \$100; and Third \$50. For China ponies entered at any Gymkhana meeting or meetings of the season 1906 and griffins on date of entry. Previous winners and non-starters at this meeting barred. Entrance \$10. One mile and a quarter.

Mr. Bruton's Preston (late Rotherham), 1st 10 lb. (Mr. Vidal) 1  
Messrs. T. F. Hough and R. Shawan's The Pride of Cadzow 1st 9 lb. (Mr. Mackie) 2  
Mr. H. P. White's Zepeter 1st 8 lb. (Mr. Dupree) 3  
Mr. Buxey's Molero 1st 10 lb. (Mr. Master) 0  
Mr. Ellis Kadoorie's Manchurian Chief, 1st 7 lb. (Mr. Zehn) 0  
Mr. John Peel's Craven 1st 10 lb. (Mr. Gresson) 0

Manchurian Chief took the lead, Cadzow second, Zepeter third, Craven fourth, Preston fifth and Molero last—all in a string. The same order was preserved till Bowington was reached. Here Molero exchanged places with Craven and Zepeter gradually closed in with Cadzow, passing into second place at the incline. Preston now came well up and drew into fourth place leaving Master's mount last. At the village Zepeter closed with the leader, Preston being now third while Craven was last. Zepeter led the field into the straight pursued by Craven, who was in the second position. Time 2-43-3/5. Winner \$13.10. Pari mutual: 1st \$5.80, 2nd \$15.50, 3rd \$9.20.

**THE GOVERNOR'S CUP.**—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. But have run and not won at this extra; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb. Entrance \$10. One mile.

Mr. W. G. Clarke's Vagabond, 1st 12 lbs. (Mr. Johnston) 1  
Mr. C. Paul Chater's Rust, 1st 9 lb. 7 lbs. penalty (Mr. Dupree) 2  
Mr. Buxey's Small Rose, 1st 12 lbs. (Mr. Master) 3  
Mr. Hurstham's Wicked, 1st 12 lbs. (Mr. Gegg) 0  
Mr. Medico's Nigel, 1st 9 lb. 7 lbs. penalty (Mr. Vidal) 0  
Messrs. Parker and Mackie's No Savvy, 1st 12 lbs. 7 lbs. penalty (Mr. Moller) 0  
Mr. John Peel's Bilsdale, 1st 10 lb. (Mr. Gresson) 0  
Mr. Wayfarer's Asual, 1st 12 lbs. (Mr. Hickman) 0  
Mr. A. J. William's Brython, 1st 11 lb. 3 lbs. allowance (Mr. Zehn) 0

A beautiful start was witnessed with Rust in the van, Small Rose second and No Savvy third. The horses passed the stand in a bunch, Wicked being last. Vagabond took third place at the footfall stand from Small Rose, Rust still leading by several lengths from No Savvy. Brython, at the rock, was third. Small Rose being fourth and Vagabond dropped to fifth position. At the straight Rust kept in front of No Savvy, Small Rose being third, No Savvy led into the straight and after a very fine race Vagabond passed the post. As usual was last. Time 2-10. Winner \$10.30. Pari mutual: \$5.70; 2nd \$8.10; 3rd \$7.70.

**THE CONSULATION STAKES.**—A sweepstakes of \$10 each with \$200 added. Second to receive \$100; and Third \$50. For China ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Three quarters of a mile.

Mr. John Peel's Quorn (late Norland), 1st 1 lb. (Mr. Gresson) 1  
Mr. Buxey's Coronet Rose, 1st 1 lb. (Mr. Master) 2  
Mr. F. B. Marshall's Tip Cat, 1st 1 lb. (Mr. Vidal) 3  
Mr. Copenhagen's Crisis, 1st 12 lbs. (Mr. Zehn) 0  
Mr. Fas Comanche, 1st 4 lb. (Mr. Moller) 0  
Mr. John Peel's Southwold, 1st 9 lbs. (Mr. Johnston) 0  
After a false start a wretched start was made. Tip Cat led out by several lengths from Quorn, Southwold, Crisis, and Coronet Rose, with Comanche along behind. Processional order obtained up the hill, but at the bend Crisis overtook Southwold, Rose coming up strong and Southwold drawing level with Tip Cat and leading into the straight. Rose was well ridden but could not overtake Quorn, which won by about a neck. Time 1-13. Winner \$5.50. Pari mutual 1st \$13.50; 2nd \$8.20; 3rd \$8.50.

**THE CHAMPION STAKES.** With \$600 added. Second to receive \$200; and Third \$100. For China ponies, winners at this meeting only. A forced entry. Entrance \$20. Winners of one race 5 lb. extra; of two or more races 8 lb. extra. Weight for inches as per scale. One mile and a quarter.

Mr. Buxey's Triumph Rose, 1st 1 lb. (Mr. Dupree) 1  
Mr. Buxey's Glorious Rose, 1st 1 lb. (Mr. Master) 2  
Mr. John Peel's Cotswold, 1st 4 lb. (Mr. Gresson) 3  
Mr. Bruton's Kingston, 1st 1 lb. (Mr. Bruton) 0  
Mr. John Peel's Ard Patrick, 1st 1 lb. (Mr. Johnston) 0  
Mr. Carruthers' Homocoe, 1st 3 lb. (Mr. Crankshank) 0  
Mr. Wingard's White Blaze, 1st 1 lb. (Mr. Cox) 0  
Mr. Copenhagen's Cosmopolitan, 1st 1 lb. (Mr. Zehn) 0  
Mr. Bruton's Preston, 1st 1 lb. (Mr. Vidal) 0

The Roses had not a successful day yesterday, until the Championship Stakes were brought off, when the flower of the stable—Glorious Rose and Triumph Rose—were entered, and the pair ran in first and second. Cosmopolitan was alongside the rail with Glorious Rose alongside him, while Homocoe and Triumph Rose were on the outer course. Both Roses gave trouble at the start, but eventually the field got away with Kingston leading, Cotswold in second and Glorious Rose in third position. The field spread as they entered the straight for the first time, and Cosmopolitan passed the Judge's box first for the first time, being followed by Kingston, White Dugan and Glorious Rose. Going up the incline White Blaze overtook Glorious Rose and Kingston shot ahead of Cosmopolitan, but surrendered his lead to the latter pony when near the rock. At the village Glorious Rose led by several lengths from Cotswold who was in second position with Cosmopolitan third and Triumph Rose fourth. The gallop up the straight, however, witnessed many changes in the formation of the field, and the first thing the spectators witnessed were the blue and white stripes of the two Roses ahead of the field. Triumph

Rose did the last lap in her best style and finished three lengths ahead of Glorious Rose who was second home, Cotswold being third, and passing the post some six lengths behind Glorious Rose. The result surprised the backers of Triumph Rose who received a dividend of \$112.30. The same pony paid \$20.40 in the placed betting while Glorious Rose paid \$6.20 and Cotswold \$12.60. Time—2 min. 38-3/5 sec.

**THE NIN. DISPENSARY STAKES.** A sweepstakes of \$5 with \$300 added. Second to receive \$100; and Third \$50. For China ponies, subscription griffins of this season 1906-1907 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Five furlongs.

Mr. C. H. Rose's Ben Wyvis II, 1st 1 lb. (Mr. Johnston) 1  
Mr. Magpie's Cherub, 1st 12 lbs. (Mr. Dupree) 2  
Mr. D. Macdonald's Highland Bonnet, 1st 9 lbs. (Mr. Vidal) 3  
Mr. Buxey's Big Rose, 1st 4 lbs. (Mr. Master) 0  
Father O'Flynn's Dublin, 1st 1 lb. (Mr. Zehn) 0  
Mr. J. Gray Scott's Whitehaven 1st 1 lb. (Mr. Bruton) 0  
Mr. Hunter's Petard, 1st 1 lb. (Mr. Hickman) 0  
Mr. Leland's Robbie, 1st 12 lbs. (Mr. Gegg) 0  
Mr. D. Macdonald's Highland Heather, 1st 8 lbs. (Mr. Moller) 0  
Messrs. Parker and Mackie's No Savvy, 1st 12 lbs. (Mr. Master) 0  
Mr. Stewart's Off Chance, 1st 1 lb. (Mr. Gresson) 0  
Mr. A. J. William's Brython, 1st 1 lb. (Mr. Large) 0

After a false start, the field got away rather badly. Cherub led the van, with Big Rose disputing and Highland Heather close behind. No change among the first three took place until entering the straight, when Ben Wyvis came up through the pack and displaced Cherub after a neck and neck race. Time 1-18. Winner \$22.90. Pari Mutual: 1st \$3.20; 2nd \$15.20; 3rd \$11.

The following are the analyses of owners, jockeys and ponies for the three days' racing—

OWNERS.	1st	2nd	3rd
Mr. Buxey	7	4	3
Mr. John Peel	3	4	4
Mr. Carruthers	3	1	1
Mr. Fas	2	5	3
Mr. C. H. Rose	2	2	1
Mr. W. G. Clarke	2	1	1
Mr. G. H. Hall	2	2	2
Mr. Copenhagen	1	2	1
Mr. C. Paul Chater	1	2	1
Messrs. Parker and Mackie	1	1	1
Mr. Medico	1	1	1
Mr. G. C. C. Master	1	1	1
Mr. Wingard	1	1	1
Mr. F. B. Marshall	1	3	3
Mr. D. Macdonald	1	2	2
Messrs. Hough and Shawan	1	2	2
Mr. H. P. White	1	2	2
Mr. Ellis Kadoorie	1	1	1

JOCKEYS.	1st	2nd	3rd
Mr. J. Johnston	10	1	2
Mr. G. C. C. Master	9	6	5
Mr. Moller	4	6	3
Mr. W. S. Dupree	2	4	3
Mr. Vidal	1	4	7
Hon. Mr. W. J. Gresson	1	3	2
Mr. Zehn	1	2	2
Mr. W. G. Clarke	1	1	2
Mr. Cox	1	1	1
Mr. Gegg	1	1	1
Mr. Large	1	1	1
Mr. G. C. Mackie	1	1	1
Mr. H. F. Hickman	1	1	1

POINERS.	1st	2nd	3rd
Homocoe	3	1	1
Glorious Rose	2	1	1
Spring Rose	2	1	1
Cotswold	3	2	2
Southwold	2	2	1
Triumph Rose	2	1	1
Black Pansy	1	3	1
East	1	2	1
Cosmopolitan	1	2	1
Ben Eion	1	1	1
Vagabond	1	1	1
Quorn	1	1	1
Autumn Rose	1	1	1
No Savvy	1	1	1
Ben Wyvis II	1	1	1
Marsala	1	1	2
Cosmopolitan	1	1	1
Nigel	1	1	1
Art Patrick	1	1	1
Kingston	1	1	1
Pathan	1	1	1
Blue Nile	1	1	1
White Blaze	1	1	1
Tip Cat	2	2	2
Cosmopolitan	2	2	2
Comanche	2	2	2
Southwold	2	2	2
Highland Heather	2	2	2
Disposer	1	1	1
Molero	1	1	1
The Skeen Dhu	1	1	1
Small Rose	1	1	1
Cherub	1	1	1
Ben Eion	1	1	1
Highland Bonnet	1	1	1
Dwarf Rose	1	1	1
Zepeter	1	1	1
Crisis	1	1	1
Manchurian Chief	1	1	1
Livergig's Hope	1	1	1

The British Consul at Niu-chwang, according to the Board of Trade Journal, reports that large godowns and wharf accommodation have been provided by a British company on the river's bank half-way between the Japanese railway and the town. A representative of the Hongkong and Shanghai Bank has lately visited Niu-chwang for the purpose of investigating the prospects of banking business, with a view to opening a branch of the bank, and Messrs. Jardine, Matheson and Co. have sent their own representative to conduct their business there. A large beam mill has been erected by a Chinese on the north side of the river on land belonging to the Chinese railway. It is supplied with steam and foreign machinery, and will work the beams coming from the interior by the Chinese line. Some large godowns have also been built on the same railway's land, which includes the best business and wharfage sites on that side of the river. The railway refuses to lease the land to foreigners, who, however, can obtain it in the name of Chinese.

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## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

## L. C. C. ELECTIONS.

The approaching London County Council elections in March are already stirring eddies in public opinion and the fight is likely to be one of the fiercest for many years. The Progressives seem to have run the full swing of their popularity and now "the other fellows" would seem to be likely to get control of the administration of London. For the first time in my recollection the opponents of the Progressives appear to be an active and united party, and the result is that they have already gained the ear of the electors. They have abandoned the title of Moderates and, as in the recent municipal contests, they will stand as Municipal Reformers. Their official head is the Duke of Norfolk, so far as the campaign goes, and under his guidance their battle-cry will be Economy. They have a balance of newspaper support in their favour this time, and the title given to the Progressives by some facile writer, that of "The Wastrels," seems likely to stick. To be sure, there are instances to be produced to bear out the charge of extravagance. The steamboats on the Thames were slow, irregular, and costly. They left a deficit which has had to be reikd by profits on the South London tramway system. In many other branches they are accused of squandering the public money, and they have come under some heavy flanking by the Press. The "Standard" has been conspicuous by its attacks on Progressive expenditure, accusing the Council of imitating the example of the New York Tammany Hall in relation to their tramway enterprises, in that they "give good prices to friendly contractors," and "take care of their friends." Further charges were that the L.C.C. "is not above doing a little sweating itself," and that there is corruption in the administration. These assertions have moved Mr. T. McKinnon Wood, M.P., the leader of the Progressives to set a libel suit in motion against the "Standard." Sir George Lewis has retained Mr. Rufus Isaacs, K.C., M.P., for the Highways Committee of the L.C.C., a dozen members of which, including six members of Parliament, will figure as plaintiffs. Sir Edward Carson, K.C., M.P., will lead for the "Standard" defence. The Progressives want to force the case on promptly for they anticipate that the "Standard" will either apologise or be subjected to an adverse verdict following a failure to prove the charges of corruption. By this means the Progressives hope to stem the attack of the newspapers on their policy, and to appear whitewashed before the electors. They remember the defeat of their friends in the municipal election in November, and they recognise the swing of the pendulum in a changeable London. They claim that the L.C.C. itself is only responsible for an increase of two pence in the pound in the rates, but they go to the polls with apprehension, and in some districts I know that candidates are difficult to get on the Progressive side.

## COL. NATHAN CONTRADICTION REMOVED.

There have been late reports of changes in the Government arms factories. One was to the effect that Col. Sir Frederick Nathan, superintendent of the Waltham Abbey Small Arms factory, would shortly go to Hongkong to take up a position in your colony. I telegraphed to him therefore to learn his intentions, and I have received this emphatic reply:—"I am not going to Hongkong. The 'states' ment is absolutely untrue. (Signed) Colonel Nathan."

What appears to be more probable is that Mr. H. F. Donaldson, M.I.C.E., chief superintendent of Woolwich Arsenal, will shortly come to the end of his term, and Colonel Nathan will be his successor. But Colonel Nathan at present refuses to discuss that suggestion. Colonel Nathan was one of the new knights in the last Birthday honours list.

## JAPANESE GUN IMPROVEMENT.

The Japanese Government, I understand, is arranging for heavy purchases abroad. British, German, French, and American companies have been given orders for guns, both large and small, which on delivery will be used for lecturing and demonstration purposes, after being closely analysed by Japanese experts. The hope apparently is that Japanese brains will effect improvements in the mechanism, and encouragement will be given to naval and military engineers able to enter successfully into that line.

## NEW MANILA SHIPPING CO.

An American report states that Mr. Milagro, a Manila merchant, has left Philadelphia for Great Britain after having failed to arrange with American shipbuilders for the construction of seven steamers for the new Japanese-Philippine Shipping Company. He is now to negotiate with the shipbuilders of Glasgow, Belfast, Newcastle, Aberdeen, and Liverpool.

## VARIOUS.

The Indian Office has selected Mr. R. N. Rudmore Brown of the Scottish Oceanographical Laboratory, Edinburgh, to superintend an expedition which is to inspect and report on the pearl oyster fisheries of the Mergui Archipelago, Lower Burma.

The Conference of representatives of educational departments in May promises to be well attended. The Earl of Crewe will preside, and in addition to the discussions, a programme of visits to places of educational interest is being drawn up. The main subject for discussion is to be "Federalism of the Empire in Education" in the various colonies. The debate should prove both interesting and lengthy.

That the possibilities of the commercial development of the East is being widely re-organized is very evident from the activity of transport companies just now in regard to new schemes. Speed is the essential, and two addi-

# PHOTO ALBUMS!

## PHOTO ALBUMS!!!

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[35]

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JUST ARRIVED.

Hongkong, 29th November, 1906.

[37]

Rev. R. J. Campbell of the City Temple, who declares against the literal interpretation of the Scriptures, against the immaculate conception, eternal punishment, and other standard points of orthodoxy. Ministers of many denominations are now engaged in tearing the revered gentleman to pieces, but a number of others are forming a league for the propagation of the teaching. Of course there is little new in the declarations: it is the fact that a new personality is behind the belief that makes the development interesting. Many men and many ministers have thought according to these expressed beliefs for years, but once the City Temple pulpit has given the teaching publicly, the press has taken it up, and all men are for or against the pastor and his creed. At the present moment the Rev. R. J. Campbell is the best abused man in any Church.

**THE WHITELY MURDER.** The assassination of William Whitely, the Universal Provider, is the sensation of the week. The man who came to London from a country town with ten pounds and plenty of assurance as his portion has built up the largest business in London and earned an income of many thousands a year. His murderer claims to be a son of his, but that at the time of writing has not been substantiated, though the story is readily believed by many who are fair to accept, aspersions on the character of one who has been successful beyond the hope of the multitude. There have been however at various times reports about as to the gay life of the dead founder of the famous stores, and the developments of the case, should the murderer live for trial, may provide as much human interest as the shooting of the architect, Mr. Stanford White.

**THE JAMAICA MISUNDERSTANDING.** The sad manner in which the Governor of Jamaica, Sir James Swettenham, replied to the American Admiral, after the latter had helped to secure the wounded at Kingston, naturally attracted great interest here, and almost all the papers "went for" the Governor, in unkind terms of reproach. Some parts of the letter were doubtless inexcusable, but the exact circumstances of the landing of the Americans and their subsequent conduct are not known, so the papers are treading more easily in their criticisms now that reflection has followed irritation. The American Government having closed the incident without harm, and the American press having laughed at the whole affair, it is recognised that we here may suspend judgment for the present. I called on Sir Frank Swettenham the other day to ask if he could throw any light on the tempestuous methods of his brother, but he declined to say anything that might give his brother further trouble, and he expressed a hope that the condemnation might be stayed till the full facts came out. That I take it, will be when Parliament meets on February 12th. Meanwhile, relief works in Kingston are costing £100 a day, and funds are flowing in from Great Britain and other parts of the Empire.











## SHIPPING.

## ARRIVALS.

BREITEN, British str., 3,000, McMillan, 21st February—London and Singapore 14th February—General—Gibb Livingston & Co.  
BRASILIA, German str., 4,234, C. Ross, 21st February—Hamburg and Singapore 14th Feb., General—Hamburg-Amerika Linie.  
DEVANHA, British str., 4,785, T. H. Hide, 21st February—Shanghai 10th Feb., Maile and General—P. & O. S. N. Co.  
KASHIMA MARU, Japanese str., 1,748, H. Nomura, 20th February—Kobe 13th Feb., General—Fukushima & Co.  
KINA, Danish str., 2,786, H. P. Berg, 21st Feb., Vladivostok and Moji 14th Feb., General—Molochers & Co.  
MACDONALD, British str., 5,245, C. D. Bennett, 21st Feb., 21st February—Bombay 6th Feb. and Singapore 16th, Maile and General—P. & O. S. N. Co.  
PHOMETER, Nov. str., 1,023, O. Cornelissen, 21st Feb.—Bangkok 15th Feb., Rice and General—Nippon Yusen Kaisha.  
VICTORIA, Chinese str., 940, J. F. Messer, 21st February—Swatow 20th February, Nil—Chinese.

## DEPARTURES.

Feb. 21st.  
AKOHA MARU, Japanese str., for Canton.  
CHILDAR, Norwegian str., for Swatow.  
KANCHOW, British str., for Shanghai.  
KOWLOON, German str., for Saigon.  
KWANGLOO, Chinese str., for Shanghai.  
KWONGKANG, British str., for Shanghai.  
LAPORTE, British str., for Saigon.  
NORONHA, Korean str., for Saigon.  
PAIKAT, German str., for Bangkok.  
PRONTO, Nov. str., for Quinhon.  
PROTECTOR, Nov. str., for Cape Verde.  
SIMONIAN, Dutch str., for Sumatra.

## SHIPPING REPORTS.

The Chinese str. *Victoria* reports: Strong monsoon.  
The British str. *Devanha* reports: Moderate monsoon and fine.

## VESSELS IN LOCK.

Feb. 18th.  
ABERDEEN DOCKERS, *Enter*  
KOWLOON DOCKERS, *Sorsogon, Montevideo, Prade, Z. Y. de Aldeira, Prinz Waldemar, Kwongchow, Emerald, Saphir, Prinz Sigismund, Tromont, Wuyong, Hockung.*  
COMPARTMENT DOCKERS, *Feng Fei, Shantung, S.M.S. Planet.*

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HATCHING"  
Captain A. E. Hodgkin will be despatched for the above Ports TO-DAY, the 22nd inst., at 9 A.M.  
For Freight or Passage, apply to DOUGLAS, LAPEL & Co., General Managers.  
Hongkong, 19th February, 1907. 430

## FOR SHANGHAI, YOKOHAMA, KOBE MOJI AND NAGASAKI.

THE Steamship  
"ARRATON APCAR"  
Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 23rd inst., at DAYLIGHT instead of as previously advertised.  
This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.  
For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 16th February, 1907. 405

## NORDEUTSCHER LLOYD, BREMEN.

NOTICE  
FOR KUDAT AND SANDAKAN,  
Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, MENADO AND ZAMBOANGA.

## THE Steamship

"BORNEO"  
Captain F. Semblin, ready to load TO-DAY the 22nd inst., will leave TO-MORROW the 23rd inst., at 9 A.M.  
For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.  
Hongkong, 19th February, 1907. 5

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA"  
Captain T. H. Hide, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 23rd February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "BRITANIA," 6,500 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong.  
Bills and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 14th April, 1907.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.  
For further particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 12th February, 1907. 1

## ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM HONGKONG TO SAN FRANCISCO via KOBE & YOKOHAMA.

The Steamship  
"DAKOTAH" ... About 25th February  
For Freight and Further Particulars, Apply to—  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 22nd January, 1907.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "h.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hide	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. S. Bradshaw	SHEWAN, TOMES & Co.	On 26th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIAN	Brit. str.	—	Verron	P. & O. S. N. Co.	About 27th inst.
MARSEILLES, &c. VIA PORTS OF CALL	SLAVONIA	Ger. str.	k. w.	Wimmerberg	MESSAGERIES MARITIMES	On 5th Mar., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PRUSSEN	Ger. str.	—	C. Mahradt	HAMBURG-AMERIKA LINIE	On 20th Mar.
HAMBURG & ANTWERP	GIENGERET	Brit. str.	—	R. Webster	MELCHERS & Co.	On 27th inst., at Noon.
HAYRE, BREMEN & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k. w.	Sachs	MEIKER & Co. & Gow	On 27th inst.
HAYRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAYRE & HAMBURG VIA STRAITS, &c.	BEUGAVIA	Ger. str.	k. w.	Schulche	HAMBURG-AMERIKA LINIE	On 15th April.
MARSEILLES, HAYRE, CHAGEN & BALTIC PORTS	KINA	Dan. str.	—	V. Dehn	MELCHERS & Co.	About 21st inst.
NAPLES, LISBON, HAYRE & HAMBURG	SCANDIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 16th Mar.
NAPLES, PLYMOUTH, HAYRE & HAMBURG	HAMBURG	Ger. str.	k. w.	Blaffer	HAMBURG-AMERIKA LINIE	On 5th April.
TRIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Blaffer	SANDER, WIELER & Co.	About 2nd Mar.
NEW YORK	MUNCASTER CASTLE	Brit. str.	—	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	About 12th Mar.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	CANADIAN PACIFIC R. Co.	CANADIAN PACIFIC R. Co.	On 27th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	Dodwell & Co., Ltd.	DODWELL & Co., Ltd.	On 12th Mar., at 4 P.M.
VICTORIA (R.C.) & TACOMA VIA JAPAN	TREMONT	Am. str.	—	T. W. Garlick	TOYO KISEN KAISHA	To-morrow.
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	GIENGERET	Brit. str.	—	Hollman	TOYO KISEN KAISHA	On 26th Mar., at Noon.
SAN FRANCISCO & PORTS	DAKOTAH	Brit. str.	—	W. von Senden	MELCHERS & Co.	About 25th inst.
AUS. PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 28th inst., at Noon.
AUS. PORTS VIA MANILA	EASTERN	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 2nd Mar., at Noon.
AUSTRALIAN PORTS VIA FORT LARWIN	TEINAN	Brit. str.	1 m.	T. Moore	BUTTERFIELD & SWIRE	On 8th Mar., at 4 P.M.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	1 m.	Fander	BUTTERFIELD & SWIRE	On 18th Mar.
JAPAN	TIENAN	Dut. str.	—	S. J. Payne	JAVAN-CHINA-JAPAN LINES	Quick despatch.
TIENAN	CHONGSHING	Brit. str.	—	G. Hooker	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
KURASHIO	KURASHIO	Brit. str.	1 m.	A. E. Hodgkin	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	SWANSEA	Brit. str.	1 m.	A. Stewart	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	ABERDEEN	Brit. str.	—	C. D. Bennett	DAVID SASSOON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	MACRIGONIA	Brit. str.	—	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	PRINZ LUDWIG	Ger. str.	k. w.	J. H. Brown	HAMBURG-AMERIKA LINIE	On 27th inst.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	LIBERIA	Ger. str.	k. w.	Wavel	BUTTERFIELD & SWIRE	On 1st Mar., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	YOHOW	Brit. str.	1 m.	H. Ohta	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	KURASHIO	Brit. str.	1 m.	A. E. Hodgkin	OSAKA SHOSHA KASABA	On 24th inst., Daylight.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	JOSEPH MARY	Jap. str.	—	A. G. Smith	DOUGLAS, LAPEL & Co.	To-day, at 9 A.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	HAICHING	Brit. str.	2 h.	R. Almond	JARDINE, MATHESON & Co.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	LONGOSANG	Brit. str.	—	A. W. Outerbridge	SHEWAN, TOMES & Co.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	RUBI	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	TAMING	Brit. str.	1 m.	F. Semblin	SHEWAN, TOMES & Co.	On 2nd Mar., at Noon.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	ZAFIRO	Brit. str.	—	S. H. Nelson	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	KATONO	Brit. str.	1 m.		MELCHERS & Co.	To-morrow, at 3 A.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	BOHNO	Ger. str.	—		DAVID SASSOON & Co., Ltd.	To-day, at 3 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, &c.	GREGORY APCAR	Brit. str.	—			

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
FOR STRAITS TO SAIL.

• MANILA ... "LOONGSANG" ... Friday, 22nd Feb., 4 P.M.  
• TIENAN ... "CHEONGSHING" ... Saturday, 23rd Feb., 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. 18

Hongkong, 18th February, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

RUBI ... 2540 R. Almond ... Manila ... On 23rd Feb. Noon.

ZAFIRO ... 2540 R. Rolger ... Manila ... On 2nd Mar. Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. 15

Hongkong, 18th February, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. 16

Hongkong, 13th November, 1906.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAYRE, COPEN-} "KINA" ... About 21st Feb.

HAGEN and BALTIC PORTS ...

For Further Particulars, apply to MELOHERS & CO., AGENTS. 9

Hongkong, 16th January, 1907.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers "FRENANHA," "HAMBURG" and "HOFENSTADEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardsess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## NEXT SAILINGS:

OUTWARD. HOMEWARD.

FOR SHANGHAI, KOBE, YOKOHAMA. FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

HAMBURG ... 3rd March  
RHEINANIA ... 2nd April  
HOFENSTADEN ... 30th April  
SILESIA ... 31st May  
SCANDIA ... 30th June

\* Call at LISBON.

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 24th February

LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 25th February

HAMBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March

BEUGAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 16th March

SENEGAMBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 30th March

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SAXONIA ... FOR HAYRE, BREMEN & HAMBURG ... 24th February

\*SCANDIA ... FOR NAPLES, LISBON, HAVRE & HAMBURG ... 16th March

SLAVONIA ... FOR MARSEILLES, HAYRE & HAMBURG ... 20th March

BRASILIA ... FOR HAYRE, BREMEN & HAMBURG ... 24th March

HAMBURG ... FOR NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April

BEUGAVIA ... FOR HAYRE & HAMBURG ... 19th April

12

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers Tons. Captain. Sailing Date.

TREMONT ... 9,006 T. W. Garlick ... On 23rd February.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 5th January, 1907. 7

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"GREGORY APCAR"  
Captain S. H. Nelson, will be despatched for the above Ports TO-DAY, the 22nd inst., at 3 P.M.  
For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 16th February, 1907. 255

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLAMORGANSHIRE"  
Will be despatched for the above Ports on TUESDAY, the 26th February.  
For Freight and Further Particulars, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 18th January, 1907. 230

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EASTERN"  
Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 29th January, 1907. 301

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FRIEDLAND (DIRECT),  
SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the SUEZ, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship

"AUSTRIA"  
Captain Billafer, will be despatched as above on or about SATURDAY, the 2nd March, P.M.  
This Steamer has capital accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co., Agents.  
Princes Buildings.  
Hongkong, 1st February, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, RATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

## THE Steamship

"AUSTRALIEN"  
Captain Verron, will be despatched for MARSEILLES, on TUESDAY, the 5th March, at 1 P.M.  
This Steamer connects at Colombo with the Australian line s.s. "Nera," bound for Marseilles via BOMBAY and Aden.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "TONKIN" ... 19th Mar.  
S.S. "ERNEST SIMONS" ... 2nd April.  
S.S. "POLYNESIE" ... 16th April.  
S.S. "VILLE DE LA CITAT" ... 30th April.  
S.S. "SALAZIE" ... 14th May.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 20th February, 1907. 2

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

"MUNCASTER CASTLE" ... 12th Mar.  
"LOWTHER CASTLE" ... 21st Mar.  
For Freight and Further information, apply to DODWELL & CO., LTD., Agents.  
Hongkong, 29th January, 1907. 787

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.  
Will be sent to Valparaiso if sufficient inducement.

Steamers Tons To Sail.

"GLENFARG" ... 4,000 March 26th, Noon.

"KASATO MARU" ... 6,100 April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
SHANGHAI	MACEDONIA	10 A.M. 22nd	Freight and Passage.
LONDON, &c., via Suez Ports	DEVANHA	Noon, 23rd	See Special of Call.
LONDON and ANTWERP	NYANZA	About 27th	Freight and Passage.
COLOMBO, PORT SAID, and MARSEILLES	Capt. H. S. Bradshaw	February	Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 19th February, 1907.

# CHINA NAVIGATION CO. LIMITED.

FOR	STAMERS	TO SAIL
NINGPO and SHANGHAI	KIUKANG	On 22nd Feb., 4 P.M.
CEBU and ILOILO	KALFONG	On 25th Feb., 4 P.M.
MANILA	TAMING	On 26th Feb., 4 P.M.
TSINGTAO and CHEFOO	KWANGSE	On 26th Feb., 4 P.M.
TIENSIN	KUEICHOW	On 27th Feb., 4 P.M.
SHANGHAI	YOCOW	On 1st Mar., 4 P.M.
MANILA, ZAMBOANGA, POET DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 18th Mar., 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th February, 1907.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

THE CO.'S S.S. LEAVING

\* TAMUI VIA SWATOW { "JOSHIN MARU" } SUNDAY, 24th Feb.,  
AND AMOY { Capt. H. Ohta } at DAYLIGHT.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th February, 1907.

T. ARIMA, Manager.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific in the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN"	6,163 tons	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar.	1st Apr.
"TARTAR"	4,425	WEDNESDAY, 27th Mar.	20th Apr.
"EMPERESS OF CHINA"	6,000	THURSDAY, 11th Apr.	29th Apr.
"EMPERESS OF INDIA"	6,000	THURSDAY, 25th Apr.	13th May
"ATHENIAN"	3,892	WEDNESDAY, 8th May	1st June

\* "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate Steamers at 12 Noon. 240, 242.

R.M.S. "EMPERESS OF JAPAN," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner Foster Street and Praya opposite Blake Pier.

# "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition	6.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND CORREA	0.60
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1895	1.00
THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	4.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady Smith Relief Column	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Fawcett	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	\$1.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. Y. LLOYD, with Maps and Illustrations	1.90
HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
FIFTY YEARS ANGLO-CHINESE CALENDAR, 1854 to 1913	2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1905	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905	1.00
CALLED OUT: or the Cheng Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible)	1.00
SKETCH OF THE WEST RIVER... PLAN OF VICTORIA	0.25
" " KOWLOON	0.75
" " PEAK	0.75
" " NEW TERRITORY	0.75
" " CANTON	0.50
POWER OF ATTORNEY FORM	0.25

# IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR &amp; SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
BAVERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHURST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

\* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 27th day of FEBRUARY, 1907, at NOON, the Steamship "PREUSSEN," Captain C. Mahrt, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th Feb. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th Feb., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	85 0 0	44 0 0	24 0 0
return	97 0 0	55 0 0	36 0 0

\* TO NEW YORK VIA SUEZ VIA NAPLES, GENOA OR GIBRALTAR return 115 0 0 79 0 0 47 0 0

VIA BREMEN OR SOUTHAMPTON return 68 0 0 46 0 0 27 0 0

123 0 0 33 0 0 49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STAMERS	SAILING DATES
PRINZ WALDEMAR	3277 tons ... THURSDAY, 28th Feb.
PRINZ SIGISMUND	3302 tons ... THURSDAY, 28th Mar.
MANILA	1790 tons ... SATURDAY, 30th April

ON THURSDAY, the 28th February, at NOON, the Steamship "PRINZ WALDEMAR," Captain W. von Senden, with MAELS, Passengers and Cargo, will leave this Port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	return	\$80.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	return	\$21.00
TO BRISBANE	\$30.00	\$20.00	\$14.00	return	\$54.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	return	\$59.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	return	\$63.20
TO YOKOHAMA	\$35.00	\$25.00	\$17.00	return	\$70.00
TO KOBE	\$36.00	\$26.00	\$18.00	return	\$72.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$70.00	return	\$170.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBIA by Imperial Mail Steamer: 1st Class 237 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

# EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE &amp; YOKOHAMA, PRINZ LUDWIG ... Wednesday, 27th Feb.

SHANGHAI, NAGASAKI, KOBE &amp; YOKOHAMA, ZIETEN ... Wednesday, 13th Mar.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. &amp; S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates—

To London via Plymouth or Southampton 262 0 0.

To Bremen 63 10 0.

To Paris via Cherbourg 65 0 0.

To Naples, Genoa via Gibraltair 65 0 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Cutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

Cutler, Palmer &amp; Co., London.

AGENTS

SIEMSEN &amp; CO.,

HONGKONG.

Cunliffe, The Pioneer Experts in Prudent Investments

Russell &amp; Co.

10 &amp; 12, Place de la Bourse.

SECURITIES issued by PARIS

European Gov'ts and Municipalities offering

prospective income returns.

To be purchased for cash or on the

"Times" system of monthly payments.

CUNLIFFE, RUSSELL &amp; CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed

Exceptional facilities for payment. Numbers selected after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge.

Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

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NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPS Ports every fortnight.

For freight and further particulars,

apply to

DODWELL &amp; CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1898.

# PASSENGER SEASON

1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 Tons, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 26TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £12 Second Saloon.

To LONDON—£65 First and £14 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of March	JAPAN	First half of March
TJIBODAS	JAPAN	First half of March	JAVA PORTS	First half of March
TJILIWONG	JAVA	Second half of March	JAPAN	Second half of March
TJIMAH	JAPAN	First half of April	JAVA PORTS	First half of April
TJILATJAP	JAPAN	First half of February	JAVA PORTS	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 18th February, 1907.

"GLEN" LINE OF STEAMERS.

FOR HAMBURG AND ANTWERP.

THE Steamship

"GENTURRET"

Captain E. Webster, will be despatched as above on WEDNESDAY, the 27th inst.

For Freight, apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 11th February, 1907.

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

FRENCH.

Allouette, river gunboat, Lieut. Millat, Cochinchina

Argus, gunboat, 123 tons, — guns, 500 h.p.

Lieut. Jeanne, Canton

Caronde, gunboat, Lieut. Kerschel, Saigon

D'Assas, cruiser, 4000 tons, 31 guns, 9500 h.p.

Com. — Baie d'Along

Decade, gunboat, 645 tons, 10 guns, 1,900 h.p.

Lieut. Comdr. L'Est, Haiphong

D'Entrecasteaux, French cruiser, 11,242, Capt. Treac, Hongkong

Descartes, cruiser, 3095 tons, 14 guns, 5500 h.p.

Commander Amet, Baie d'Along

Dupetit Thouars, armoured cruiser, 10,014 tons, Capt. Passerat de Silans,



